

# FLIGHT JACKET

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October 1, 2004



Marines wait on the flight line as an MV-22 Osprey from Marine Tiltrotor Test and Evaluation Squadron 22, Marine Corps Air Station New River, N.C., approaches for landing at MCAS Miramar, Calif., Sept. 24. Photo by Sgt. J.L. Zimmer III

## Osprey makes surprise visit to Miramar

Story by Sgt. J.L. Zimmer III

MCAS Miramar Combat Correspondent

An MV-22 Osprey from the Marine Corps' Tiltrotor Test and Evaluation Squadron 22, based out of Marine Corps Air Station New River, N.C., paid Miramar a surprise visit Sept. 24.

Maj. Gen. Keith J. Stalder, commanding general, 3rd Marine Aircraft Wing, accompanied by a large crowd of curious Marines and spouses, greeted the future of Marine Corps aviation as it taxied to the front of the Air Operations Building.

According to 1st Lt. Katherine L. O'Neil, public affairs officer, MCAS New River, the visit was made with the idea that the aircraft has not made enough of a presence on West Coast air stations.

"This was a familiarization visit to let Miramar see the aircraft," she said. "We flew a demonstration with the MV-22 at our air show and the turnout was huge. The Marines are very curious about the aircraft and need to know as much about it as possible."

Lt. Col. Chris C. Seymour, chief of operational test and development, VMX-22, said the aircraft is going to advance

the Marine Corps into the future of expeditionary warfare.

"This aircraft is like going from a 1968 Volkswagen to a Jaguar," said the former CH-46E Sea Knight pilot.

Compared to the aging helicopters, "it's three times as fast, has four times the payload and four times the range. It is better than any other assault aircraft in the world," Seymour said.

The MV-22, the potential replacement for the aging CH-53D Sea Stallion and CH-46E Sea Knight, has tiltrotor capabilities, allowing it to take off as a traditional helicopter, but maneuver like an airplane in flight.

"The MV-22 flies similar to the (CH-46E), but accelerates and decelerates much faster," Seymour added. "The capabilities through the tiltrotor process are tremendous."

Gunnery Sgt. Edward R. Moran, crew chief, VMX-22, was a former avionics chief before being accepted into the tiltrotor test squadron, and said the aircraft is much more reliable and comfortable to ride.

"I was flying with a helicopter training squadron, and the difference between the aircraft is night and day," Moran

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## HMH-465 Marine presented NCO leadership award

Story by Lance Cpl. Skye Jones

MCAS Miramar Combat Correspondent

"When I first arrived at the air frames shop as a corporal, I was at a standstill. I reached the point where I couldn't progress anymore and my behavior reflected the type of Marine I didn't want to become," said Sgt. William Dvorak, noncommissioned officer-in-charge, corrosion control work center, Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing. "So, I went to my gunnery sergeant, and he offered me a staff sergeant billet. He went out on a limb to make sure I was given the opportunity I needed to progress."

Gunnery Sgt. Marvin M. Magcale, airframes divisions chief and squadron gunnery sergeant, HMH-465, recognized that one of his Marines was not being challenged and took a risk.

For his outstanding leadership qualities, Magcale was presented the Noncommissioned Officer Leadership Award at the Marine Corps Aviation Association Awards Banquet Sept. 18.

The Warhorses nominated Magcale for the award as a result of his exceptional leadership performance between May 2003 and April 2004. Magcale beat out

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Gunnery Sgt. Marvin M. Magcale, airframes division chief and squadron gunnery sergeant, Marine Heavy Helicopter Squadron 465, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, accepts the James E. Nicholson Award for Leadership from Commandant of the Marine Corps Gen. Michael W. Hagee during the Marine Corps Aviation Association Awards Banquet Sept. 18. Photo by Lance Cpl. Skye Jones

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Weekend forecast from Miramar's weather station



73°/57°  
Today



80°/58°  
Saturday



82°/59°  
Sunday

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# Miramar starts CFC program

Story by Capt. Stephen M. Rodriguez

H&HS CFC Coordinator

Last week kicked off the 2004 Combined Federal Campaign.

This year's campaign will run from Sept. 20 until Dec. 15. Now, most of us have been exposed to annual CFC drives in past years, and a good portion of us participate each year by donating to our favorite charities. But many of us still don't know the basic facts about the CFC.

The CFC is a once-a-year charity drive that affords federal employees an easy and convenient way to donate to charitable organizations. Years ago, before the creation of the "combined" campaign, no rules existed governing the solicitation of government employees. Basically, any charity could solicit you at your work place, at any time. In 1961, President Kennedy created the CFC, which developed guidelines to regulate fundraising in the federal workplace, and effectively ended the solicitation free-for-all. Creation of the CFC provided much needed oversight in federal charitable campaigns, requiring charities to apply to be included in the pool of "approved" agencies that can solicit government workers, and would be limited to the once-a-year campaign rather than year-round solicitation.

To be included in the list of approved agencies, each charity is screened by a committee of federal employees. The criteria for screening includes managerial

expertise, program integrity, fiscal soundness, and no affiliation with or support of terrorism. Each agency is screened every year, and if approved, it is included in the campaign brochure. This brochure lists the approved agencies and gives a brief explanation of what they are all about. Again, they are all screened every year, so if you see a charity listed in the brochure, you can be assured that it has passed the screening.

The CFC is a government-wide program, but is run at the local level. Here in San Diego, the various government agencies are divided into four sectors – Navy, Marine, Federal, and Postal. Each sector is divided into groups, of which we are part of the Miramar Group, headed by Brig. Gen. Carl B. Jensen. General Jensen strongly supports the CFC and expressed his support in a letter that we all recently received, which was also printed in last week's Flight Jacket.

In the coming weeks, you will each be contacted by your unit's CFC coordinator. He or she will provide you with a 2004 Campaign Brochure. Inside, you will find more than 1,900 approved charities, including local, national and international agencies. You will also be provided a pledge card. When you find a charity you would like to support, simply list its code on the pledge card, along with your pledge amount. You may donate by cash, check, or monthly payroll deduction. After filling out the pledge card and signing it, turn it in to your CFC coordinator, and the process is complete. It really is that easy!

Your support to those in need is greatly appreciated.

## A proclamation: National Domestic Violence Awareness Month

*From the Commanding General,  
Marine Corps Air Bases Western Area*

Although not widely known, domestic violence is the leading cause of non-accidental injuries to family members in the United States. The statistic is both frightening and humiliating, and patently unacceptable. It is inconsistent with the ideals upon which this nation was founded, and runs counter to a Marine Corps that "takes care of its own." Domestic violence has a devastating effect on our families and also the surrounding communities. The problem is real, and ignoring it is not only unconscionable, but cements in place a guaranteed cycle of violence where the abused often becomes an abuser later in life.

Because the unique challenges of military life can put some families at risk for domestic violence, our ability to identify and support these at-risk families is critical. Deployments, military operations, frequent relocations, and the stress often associated with a military career all have an impact on the family. These impacts are a fact of life in the military, and some families are at a greater risk than others due to whatever unique circumstances may be involved. In any case, through bitter experience we have learned that the cycle of violence must be broken before meaningful and lasting healing may begin. Family members that are victimized by at-home violence must feel free to come forward and ask for help, and the neighbors and friends that witness or know of domestic vio-

lence must have the courage and self-assurance to inform the appropriate authorities. Anything less abandons our at-risk families to a cruel fate that sometimes ends in death, but always results in broken homes and shattered lives.

Responding early in the cycle of domestic violence is vital, and dramatically increases our ability to respond in a way that eliminates the problem while keeping the family together. We have the resources and the clear duty to assist at-risk families. To that end, I expect military leaders at all levels to speak out about this scourge and to take a strong and unequivocal position on behalf of our families. To do any less is cowardly and shameful. When domestic violence problems are addressed early in the cycle, unnecessary tragedies are avoided.

I need your help, and expect every Marine, Sailor and civilian Marine to do their part to eliminate this tragic cancer. If you or someone you know is a victim of domestic violence, come forward and seek counsel. Your heart and our Corps demand nothing less – and your actions may save a family, or perhaps even a life. Nothing could be more important or noble.

Therefore, I declare October to be Domestic Violence Prevention Month.

*Semper Fidelis*

Carl B. Jensen

Brigadier General, U.S. Marine Corps



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## MIRAMARKS

"What is the best way to prevent child abuse in the Marine Corps?"



**GUNNERY SGT. ROGELIO HARO**

Administration Chief  
HMM-163

"Educating all Marines from lowest to highest to give them an understanding of how severe the problem is."

**LANCE CPL. BRYAN LONDON**

Training Clerk  
MWHS-3

"Watch for warning signs your Marines might be having problems. If they say something or the signs are obvious, address the situation immediately before it escalates."



**CPL. DANIEL NIEMAN**

Supply Clerk  
MWHS-3

"Different classes are available for Marines to use. Parenting classes, marriage counseling and domestic violence assistance is available for anyone who needs it."

## FLIGHT JACKET

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Commanding General  
3rd Marine Aircraft Wing



**BRIG. GEN. CARL B. JENSEN**  
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# 26th MEU Force Recon increases readiness

Story by Sgt. Roman Yurek

26th MEU Combat Correspondent

MARINE CORPS BASE CAMP LEJEUNE, N.C. — Enemy forces gather in a seemingly abandoned building, unaware of the silent force preparing to enter from the outside.

A team of Marines sets up in front of the main door. They set an explosive charge and in seconds, the door is blown and the team moves in. They move room-by-room, eliminating the enemy threat and securing the building.

This is no Hollywood set, but the work of the Force Reconnaissance Platoon of the 26th Marine Expeditionary Unit.

The platoon recently spent five weeks training in the Close Quarters Battle Course here, under the instruction of the II Marine Expeditionary Force Special Operations Training Group.

During the course, the Marines worked on precision raids inside a building. Some of their training included breaching, urban movement, room clearing and evacuations.

For Marines new to the unit, the training was different from what they learned in their basic school.

At the Basic Reconnaissance Course, Marines learned to be silent and collect information, explained Sgt. H.A. Wirts, a point man for the platoon. In this course, they learned to find, attack and eliminate an enemy threat.

Besides the added skills, there have been some recent changes in tactics that were also taught during the course, said Gunnery Sgt. Edward J. Lynch, lead instructor for the CQBC. The course incorporates situations that are similar to those experienced by forces in Iraq. This helps add realism to the training, he added.

These Marines have been taking all this new knowledge they are learning and employing it, said Capt. J.A. Moder, Force Reconnaissance Platoon commander.

Along with learning new tactics, Moder said one of his personal challenges was maintaining organization of the teams once inside the building. His job is to maintain control over the entire platoon as they breach and move room-to-room. Since he is with the headquarters team, he also has to establish a consolidation point inside the building. While the other teams move room-to-room, Moder has to rely on radio contact with each team in order to stay aware of the situation as the teams close in on the consolidation point.

The platoon learned a lot of new skills at

a fast pace, explained Wirts. Following the course, training will not stop for these Marines. They will continue to improve on the skills learned in CQB and then transition to the Maritime Special Purpose Force Interoperability Exercise. This is where Force Reconnaissance and the Reconnaissance and Surveillance platoons will combine their assets for the first time.

The R&S Platoon will gather and submit observational information to the MEU, which will distribute the information to Force Reconnaissance. Force Reconnaissance will then use their CQB training to plan and execute a precision raid on a prescribed target.

The “final exam” for both teams will take place during the Training in an Urban Environment Exercise scheduled to take place in New Orleans, La., in December, added Lynch. Here, the teams will do raids in a city and be evaluated by the SOTG staff.

“The platoon is doing great,” Moder said. “We have overcome our challenges and we are executing our mission as a Force Reconnaissance platoon should.”



A team of Marines from the 26th Marine Expeditionary Unit Force Reconnaissance Platoon practice exiting a building during the Dynamic Assault Course at Marine Corps Base Camp Lejeune, N.C., Sept. 14. Photo by Cpl. Eric R. Martin



A Marine from the 26th Marine Expeditionary Unit Force Reconnaissance Platoon performs tactical room security during the Dynamic Assault Course aboard Marine Corps Base Camp Lejeune, N.C., Sept. 14. Photo by Cpl. Eric R. Martin

# Quick Reaction Force ready for any fight

Story by Cpl. Joel A. Chaverri

3rd MAW Combat Correspondent

AL ASAD, Iraq — Patrolling the perimeter of the base, all seems clear. Suddenly, a call comes crackling in through the radio and a daily patrol turns into a not-so-routine encounter.

“Unusual activity near the fence line,” came over the radio. Members from the Quick Reaction Force, 4th Low-Altitude Air Defense Battalion, Security Battalion, Marine Wing Support Group 37, 3rd Marine Aircraft Wing, respond immediately to the call.

Within minutes, the reaction force is at the site and the conflict is resolved. Suspects are detained, and all take a deep breath. For the Marines manning the QRF, each call is as tense as the last.

The Security Battalion is a mixture of reserve and active duty units covering a variety of occupational specialties, including air defense, artillery, infantry and military police.

The duty of operating the QRF has been assigned to Marines from Battery P, 5th Battalion, 14th Marine Regiment, 4th Marine Division, based in Spokane, Wash.

Initially, the former artillery Marines were stunned by their sudden job transition upon arriving, because serving with the base security force isn’t exactly what they thought they’d be doing here.

“When I heard that I’d be part of a security unit, I was pretty shocked,” said Sgt. Mackenzie R. Anderson, squad leader, QRF. “I was even more surprised when I got here and was assigned to QRF.”

However, Anderson and his fellow Marines weren’t totally unprepared. Two months of training at Marine Corps Air Ground Combat Center, Twentynine Palms, Calif., preceded their deployment.

“We learned different kinds of infantry training,” said the 26-year-old native of Moscow, Idaho. “That really helped us get ready for this.”

With the high level of danger in Iraq, proper training was extremely important for the security Marines.

“We didn’t cut any corners in the training of these guys,” said Staff Sgt. Joe Bowman, platoon sergeant, QRF. “It’s a huge change from artillery to security, and it took a lot of work.”

With the high level of success the Marines have had in the past few weeks, it seems the hard work paid off.

“We’ve already detained quite a few (Iraqi nationals) trying to steal from (the base),” said

Cpl. Jeron V. Smith, QRF. “Most were on motorcycles, but they stopped real soon after they saw us getting close with the Humvees.”

The 24-year-old’s first time performing his current duties has been action-packed, yet the Tacoma, Wash., native has taken it in stride.

“The first week we were here, we got calls nearly every day,” said Smith. “Staying calm is the most important thing.”

Yet, even for Marines with the best training and strong spirits, the responsibility of handling potentially dangerous situations can still be intimidating.

“The first few times we went out (to answer an emergency call), it was a bit scary,” admitted Anderson. “We’ve gone out so many times now, it’s slowly becoming routine.”

According to Anderson, even though they have become more comfortable with their job, it is far from being monotonous.

“Every situation is different and needs to be handled carefully,” said Anderson. “We take the security of this base very seriously.”



After responding to a call in Al Asad, Iraq Sept. 21, Zachary R. Franklin (center), forward observer, searches an Iraqi suspect while Sgt. Mackenzie R. Anderson (right) stands at the alert. The Marines are part of the Quick Reaction Force, 4th Low-Altitude Air Defense Battalion, Security Battalion, Marine Wing Support Group 37, 3rd Marine Aircraft Wing. *Photo by Cpl. Joel A. Chaverri*



Marines from the Quick Reaction Force, 4th Low-Altitude Air Defense Battalion, Security Battalion, Marine Wing Support Group 37, 3rd Marine Aircraft Wing, perform a daily vehicle patrol at Al Asad, Iraq, Sept. 21. The QRF is on call around-the-clock, and ready to respond immediately to any emergency concerning the security of the air base. *Photo by Cpl. Joel A. Chaverri*

# Raiders' navigators replaced by technology

Story by Sgt. Cecilia Sequeira

MCAS Miramar Combat Correspondent

The Raiders of Marine Aerial Refueler Transport Squadron 352, celebrated the arrival of Miramar's first KC-130J aircraft in a flight line ceremony Sept. 20. The new technologically advanced model will replace all the older KC-130F and R models, by late 2007.

The new J model marks a transition not only in computerized aviation, but also in man versus machine capabilities.

In the past, VMGR-352, a squadron from Marine Aircraft Group 11, 3rd Marine Aircraft Wing, flew solely KC-130F and R models, all of which require the use of an enlisted navigator, or their newer title — Tactical Systems Operator, to perform several functions before, during, and after flight. In the new aircraft, pilots alone are expected to use the navigational systems to find their way around the world.

VMGR-352 TSO Gunnery Sgt. Greg S. Fivecoate has been a navigator since the use of sextants, an outdated navigational instrument used for measuring the altitude between the plane of the horizon and a line extending to a celestial body.

"We were all taught celestial navigation. We now have the global positioning system and inertial navigation systems; the sextant is extremely obsolete."

Both the sextant and enlisted navigators are deemed unnecessary for the new aircraft. In a couple years, The Raiders will have eleven new J models and no use for tactical systems operators.

Although reserve squadrons will use the older KC-130T models for many years to come, eventually, J-series aircraft will retire all old models across the Marine Corps.

Where does that leave the Tactical Systems Operators? The Marine Aerial Navigation School closed down July 31. It is estimated that by the year 2014, the Marine Corps will have upgraded its last KC-130T.

When that happens, the last navigators will retire, and the TSO military occupational specialties of 7372 for enlisted, and 7380 for warrant officer, will disappear completely.

In the meantime, 13 first-term navigators are looking at a choice in the near future: a lateral move into another MOS, or the civilian option. Marines that have already reenlisted, or will do so in fiscal year 2005, have the option to remain navigators until retirement.

Career Marines are allowed to stay in the MOS because they will retire before the last T-model is replaced in the reserve squadrons. The first-term Marines would not be eligible to retire before the aircraft become completely obsolete, so they must look for new options.

VMGR-352 TSO Cpl. Graham T. Denniston is considering the Marine Enlisted Commissioning Education Program.

"It's kind of pushing me towards MECEP, something I may not have done if I'd had the choice to stay. It definitely made me realize what I wanted to do," said the Alamo, Calif., native.

"We saw it coming, but in school we were told we would be able to reenlist. But obviously we couldn't tell at the time," added Denniston. "If I had known then that I would only be able to do it for one enlistment, I would have gone to a loadmaster's screening (instead)," he said.

"It's good that we'll get new planes though. The older models see approximately fifty hours of maintenance for every flight hour," commented Denniston.

Raiders TSO Cpl. Christopher M. Slater is affected by the change, but thinks

See RAIDERS, page 10



Miramar's newest aircraft, the KC-130J, has far more technologically advanced navigational systems than older models. The J model replaces the need for an enlisted navigator. Photo by Sgt. Cecilia Sequeira

# Marines save lives by doing their jobs right

Story by Lance Cpl. Skye Jones

MCAS Miramar Combat Correspondent

It is 2:00 a.m. and everything is calm up in the cockpit of an F/A-18 heading over the Pacific Ocean. Suddenly, a malfunction occurs, and the crew is forced to eject using parachutes to escape the damaged aircraft. They float safely to the water, deploy their inflatable raft and make emergency radio calls as they await rescue.

Countless pilots would not be alive today if not for the Marines of Aviation Life Support Systems, Marine Aviation Logistics Squadron 11, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, doing their jobs correctly.

The three shops within ALSS check and prepare all the flight equipment

before it reaches personnel in MAG-11's nine fixed-wing aircraft squadrons.

"This job requires a lot of responsibility," said Cpl. Mark Vilorio, flight equipment technician, ALSS. "The lives of these pilots depend on us doing our job correctly."

After completing a 10-week course in Pensacola, Fla., Marines at Miramar ALSS start working in the life preserver shop.

The life preserver shop ensures all of the seat pans and life rafts are in operable condition.

"Once we get the gear from a unit's flight equipment shop, we

check and pack it here for the pilots," explained Lance Cpl. Mary E. Labate, flight equipment technician, ALSS, and Grove City, Pa., native.

Each seat pan lasts 728 days, and is packed with survival equipment such as



**The LRU-15 survival kit is packed and inspected at the life preservers shop, Aviation Life Support Systems, Marine Aviation Logistics Squadron 11, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, before the pilots take it up in the air. Photo by Lance Cpl. Skye Jones**



**Cpl. Juan Franco, flight equipment mechanic, Aviation Life Support Systems, Marine Aviation Logistics Squadron 11, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, attaches a portable breathing oxygen regulator to a breathing oxygen cylinder. The oxygen device will be used to give pilots air in the event of an emergency. Photo by Lance Cpl. Skye Jones**

a small life raft, flares, food, bagged water, a radio and liquid oxygen in the lid. A vacuum pump then compresses everything so it can fit inside the small seat pan.

The life rafts, on the other hand, are much larger than those included in the seat pan. Once the life preserver shop gets the rafts in, they inflate them for four hours to check for any leaks. If the pressure, measured in pounds per square inch, falls below a certain number, they will repair the rafts and start the process again to ensure that it is serviceable.

According to Sgt. Joshua Milsop, production control chief, ALSS, an ALSS Marine will either go to the parachute shop or oxygen equipment shop after he learns all of the basic knowledge in the life preserver shop.

At the parachute shop, the Marines inspect five different types of parachutes for any holes or tears. If the parachute needs to be fixed, they use the sewing machines to repair it. Once everything is clear, the parachute is squeezed into a small box for the pilots to use in an emergency.

"To compress the large parachute into such a compact space, we use a machine to press it eight times in one hour," explained Sgt. Robert Reyes, flight equipment technician, ALSS. "Each parachute varies, however. For example, the A/P 28S-32 parachute takes two days to pack, the longest amount of time of all the parachutes," said the El Paso, Texas, native.

The third ALSS shop also helps the pilots stay safe by conducting a different type of test.

The oxygen equipment shop tests different oxygen regulators to ensure

they will work at altitudes as high as 50,000 feet.

"These tests are vital," said Vilorio, a Maui, Hawaii, native. "If we mess up a test and get the wrong reading, the regulators can easily malfunction and cost the pilots their lives."

The Marines at the oxygen regulator shop also risk their own lives every 231 days when they test the liquid oxygen.

"We wear protective suits to protect us from the liquid oxygen, which can get down to minus 280 degrees," explained Vilorio.

When the Marines test the regulators, they use a leak detection compound to test for leaks. They also use special oxygen tools to work with the regulators. If they borrowed a wrench saturated in grease from

the parachute shop and used it on the regulators, it could contaminate the liquid oxygen causing an explosion.

Vilorio explained if one drop of liquid oxygen spilled onto the floor from its vacuum chamber, it would expand approximately 862 times its size and explode, resulting in death for anyone near the detonation.

To prevent injury, the liquid oxygen is kept in the vacuum chamber until it is used for the pilots to breathe. The oxygen then passes through hoses, so it can reach the pilots in a safe, vaporized form.

All three of the ALSS shops work cautiously to ensure pilots are kept safe in the event of an emergency.

"The life preserver shop keeps the pilots afloat, the parachute shop keeps the pilots from hitting the ground and the oxygen regulator shop keeps the pilots breathing safe air," said Reyes. "We do our job so the pilots can do theirs."

**"The life preserver shop keeps the pilots afloat, the parachute shop keeps the pilots from hitting the ground and the oxygen regulator shop keeps the pilots breathing safe air. We do our job so the pilots can do theirs."**

**Sgt. Robert Reyes**  
*Flight Equipment Technician*

# Aerial refueling extends Marine aviation missions

Story by Cpl. Paul Leicht

3rd MAW Combat Correspondent

AL ASAD, Iraq — Imagine driving a car down the freeway at high speed and refilling the gas tank by connecting to a moving tanker truck with a flapping hose.

That is the motor vehicle equivalent of aerial refueling.

Providing this vital resource for Marine Corps aviation, the Marines of Marine Aerial Refueler Transport Squadron 452, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, are flying daily aerial refueling missions here in support of Operation Iraqi Freedom.

“Aerial refueling is a great force multiplier and allows our helicopters and fighter jets to stay in the air longer to complete their mission,” said Lt. Col. Bradley S. James, commanding officer, VMGR-452. “We can do this day or night.”

Flying the KC-130T Hercules, the Newburgh, N.Y.-based reserve squadron has supplied more than 600,000 pounds of aviation fuel in their first month in Iraq.

“By the end of this month we expect to reach or exceed 900,000 (pounds of fuel delivered),” said the Alpharetta, Ga., native. “Our aircraft is equipped with two ring-mounted hose-and-drogue aerial refueling pods that can transfer around 300 gallons per minute to two aircraft simultaneously.

“At that rate, we can fill a Harrier or a Hornet in around 10 minutes. To increase our capacity we also use a removable stainless steel fuel tank that fits inside the fuselage in the cargo area if necessary,” he added.

The drogue resembles a basket attached to a flexible hose extending from the tanker. Its valve is the point where an aircraft’s refueling probe attached to a receiver connects to allow the flow of fuel from one aircraft to another.

With the tanker flying straight and level, the drogues trail behind and just below the tanker.

“When the aircraft approaches, we look out from a seat



**An AV-8B Harrier II piloted by Capt. Michael P. Murphy, Marine Attack Squadron 542, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, refuels in-flight over Buhayrat ath Tharthar, the largest lake in Iraq, from a refueling boom descending from a KC-130T Hercules tanker with Marine Aerial Refueler Transport Squadron 452, MAG-16, 3rd MAW, Sept. 22. After refueling, Murphy and fellow pilot Lt. Col. Russell A. Sanborn, commanding officer, VMA-542, continued their combat mission over the Iraqi city of Fallujah. Photo by Cpl. Paul Leicht**

in the cargo area to make sure they have connected,” said Cpl. Jason V. Christofferson, loadmaster, VMGR-452, and a native of Great Falls, Mont. “Sometimes as they approach the basket, it tends to rise so they have to aim a little high. If they plug, loose fuel could spray, creating a potentially dangerous situation.”

The pilot of the aircraft receiving fuel must fly his probe directly into the basket, at which point wind drag on the basket forces the probe into the valve allowing fuel to flow, said James.

“It’s important for the pilot in control of the aircraft receiving the fuel to keep an eye on the hose and maintain his position during the refueling,” explained James.

“When he is done refueling, the pilot simply decelerates hard enough to pull the probe out of the valve and continues on with his mission.”

Since the early 1920s and the U.S. military’s first experiments with the concept, in-flight refueling operations have extended aircraft endurance and capabilities.

“Aerial refueling has several tactical advantages,” said James. “It allows us, and other aircraft, to fly farther and (remain) airborne longer. Also, aircraft such as fighters can take off with only a partial fuel load so they can carry additional payload instead.

“Out here in Iraq during combat operations, that can make a big difference for mission success,” he finished.

# Watchful guards keep Iraqi air base secure



Keeping his eyes on an approaching Iraqi vehicle, 29-year-old, Minneapolis native Sgt. Nicolao J. Decarvalho, military policeman, Security Battalion, 4th Low-Altitude Air Defense Battalion, 3rd Marine Aircraft Wing, stands guard at the Entry Control Point in Al Asad, Iraq, Sept. 23. Every vehicle and person attempting to enter through the front gate of the air base must first pass through a variety of checkpoints and searches at the ECP before being allowed on base. *Photo by Cpl. Joel A. Chaverri*

Story by Cpl. Joel A. Chaverri

3rd MAW Combat Correspondent

AL ASAD, Iraq — The civilian and military personnel serving aboard the air base here can rest easier thanks to a group of dedicated Marines who guard its boundaries.

The Marines who man the Entry

Control Point at the front gate here have the large responsibility of preventing unauthorized personnel and contraband from getting on base.

Comprised mainly of military policemen from Security Battalion, 4th Low-Altitude Air Defense Battalion, Marine Wing Support Group 37, 3rd Marine Aircraft Wing, the security force at the

ECP also consists of a variety of other military occupational specialties not usually associated with guard duty.

“Being an MP isn’t exactly what the Marine Corps trained me to do,” said Cpl. Jonathan W. Ivey, radio operator, Security Battalion, 4th LAAD Bn., “but I’m pretty confident I can do the job well.”

Fortunately, Ivey’s MOS of communications isn’t the only experience the native of Augusta, Ga., had to prepare him for his newfound duties.

“I’m a cop back in the real world,” said the 27-year-old reservist. “The training I have really helps in dealing with certain security situations out here.”

Ivey’s background as a civilian law enforcement officer is unique, because not every radio operator is qualified to perform the duties required at the ECP prior to receiving a detailed instructional class.

“Everyone (who wasn’t an MP) went to a three-week training course before (being assigned to ECP duty),” said Ivey. “The skills taught in that course were especially helpful for the guys who don’t do it all the time.”

In order to guarantee security, each vehicle and person attempting to gain access to the base has to be thoroughly searched and verified, before permission to come aboard the air base is given.

“We search every possible area in and under the vehicles,” said Staff Sgt. Allyn L. Uebel, military policeman, Security Battalion. “We also have dogs to smell for any bombs.”

According to one Marine, the exhaus-

tive daily vehicle inspections are as demanding as they are detailed.

“It’s a challenge to search every vehicle so thoroughly,” remarked San Dimas, Calif., native Lance Cpl. James M. Flowers, military policeman, Security Battalion. “There is usually a lot of (gear in the vehicles) and we have to go through all of it.”

Drugs, alcohol and many other types of contraband are not allowed on base; however, the ECP guards keep an especially watchful eye for weapons and explosives.

“It’s an extremely high risk job,” said Flowers. “Every day is different and you never know what (types of ordnance) you might find in these vehicles.”

“If something were to get on base, it would be our fault,” confirmed Uebel. “Our searches are very intensive to make sure that never happens.”

A native of Winona, Minn., Uebel is the Marine in charge of operations at the ECP, which includes accounting for those entering and leaving the air base.

“We have several checkpoints that people have to go through,” said the 35-year-old. “Everyone is given a badge and logged in to keep track of who’s on base at all times.”

With multiple checkpoints, meticulous searches, and strict accountability, the security at the ECP is extremely tight.

“We want to ensure that the base remains safe at all times,” said Uebel. “We’ll do everything in our power to make that happen.”

## AWARD

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other Marines at the group, wing and Marine Expeditionary Force level to make it to the Headquarters Marine Corps level.

“I am very honored that I was selected out of the whole Marine Corps. I never thought the award would reach that far,” said Magcale, an Artesia, Calif., native. “It’s not something that I work for. I just really enjoy what I do.”

The award, named after James E. Nicholson, known as the “father of Marine Corps aviation,” is given each year to noncommissioned officers who set the highest standards of leadership in Marine aviation.

“He has all of the qualities the award represents,” said Master Sgt. Douglas G. Henry, aircraft maintenance chief, HMH-465. “The award is well deserved and I am honored to know him, both professionally and personally.”

Magcale stepped on the yellow footprints thirteen years ago at Marine Corps Recruit Depot San Diego.

He had every intention of getting out after his four years were complete.

“I planned on joining the Los Angeles Police Department after my four years,” explained Magcale. “However, after being in for some time, I decided I wanted to retire in the Marine Corps.”

Before retiring, Magcale wanted to make a positive change in the Marine Corps, so he stepped onto the receiving end of the yellow footprints and became a drill instructor.

“I do not think being a drill instructor is a job,” mentioned Magcale. “It’s more of a passion. I just want to make a difference in

Marines’ lives.”

Magcale manages to make an impact wherever he goes, whether back at the squadron or on deployment.

During the Warhorses’ deployments in support of Operation Iraqi Freedom, Magcale kept his troops motivated so they could focus on their mission and not have to worry about distractions.

“I just tried to stay positive out there,” explained Magcale. “I kept a close eye on their emotional well-being, and helped them with any issues they may have had going on back home.”

Magcale impacted so many Marines out in Iraq, that the memories are forever etched in his mind.

“Preparing for and deploying to Iraq was one of the greatest achievements in my Marine Corps career,” said Magcale.

His other accomplishments include graduating first in his class at his military occupational specialty school, graduating first among the other sergeants at sergeants’ course and coming in third at his drill instructor school.

“He strives for the best in himself and he won’t accept anything less of his Marines,” explained Dvorak, a Rochester, N.Y., native. “If the expectations are not there, the ability and drive to better yourself tends to fade, but with him, everyone continues to strive for the best.”

Magcale’s own motivation comes from Marines like Dvorak.

“Taking care of Marines motivates me,” explained Magcale. “I wish I could have taken all of the Marines I mentored, and those who have mentored me, to the awards banquet, because without them, it would never have happened.”

# World War II Black Sheep return to MCAS Miramar

Story by Sgt. Cecilia Sequeira

MCAS Miramar Combat Correspondent

The original World War II “Black Sheep” pilots of Marine Fighting Squadron 214 visited Miramar Sept. 17-19 to bring back wartime memories and share them at a Black Sheep public symposium at the Officer’s Club.

All of the former pilots served from September 1943 through January 1944, and the squadron earned a Presidential Unit Citation and reported 97 confirmed aerial victories during World War II.

During their tour of the station, the Black Sheep pilots visited the Flying Leatherneck Museum during open cockpit day, and were able to reminisce inside their old aircraft.

Former Black Sheep pilot Tom Emrich said, “It almost made me cry. There’s a lot of nostalgia to take you back 60 years.” Since his time as a Black Sheep, Emrich continued to fly for TWA. He says the sound of his old aircraft, an F4U-1 Corsair’s engine turning up, brings tears to his eyes.

Retired Lt.Col. James J. Hill said he felt the same nostalgia for the aircraft, but time has changed his perspective. “You see the plane and you wonder how you ever flew it. It looks so much bigger now.” Several pilots agreed the aircraft seemed larger, and wondered how they used to hop in and out of the cockpit with a parachute rigging attached.

Retired Brig. Gen. Bruce J. Matheson stood looking in awe at the new Marine Attack Squadron 214 aircraft, the AV-8B Harrier II. After a careful inspection of the aircraft, he commented on the logo painted onto the aircraft, a black ram with fiery red eyes. Pointing to the Black Sheep patch



**Black Sheep pilots from Marine Attack Squadron 214, pose for a photo with pilots who fought in World War II during a squadron reunion here Sept. 17-19. Photo by Sgt. Cecilia Sequeira**

on his shirt and the new VMA-214 patch on a current pilot’s chest he said, “Do you see the difference between these two patches? We are little black sheep not little black rams!”

VMA-214 Operations Officer Maj. Sam H. Smith said the change came about to make the sheep a little more intimidating.

The changed mascot was only one of the surprises the former pilots encountered. Matheson was stunned by how much Miramar has improved. “It’s kind of shocking. The last time I saw it was in 1945. It was a tiny outpost then. Then, the Navy came in with their big checkbook and made it into a nice naval air station,” said Matheson.

The transformations were a large topic of conversation

between former and current pilots. Although the exchange took place on a Saturday afternoon, all of the new pilots seemed happy to be in uniform greeting their predecessors.

Smith said it was an honor to meet the World War II heroes. “It’s an opportunity for us to get together with our forefathers. We have these guys’ pictures all over the place, and it’s nice to finally meet them. Maybe one day 50 years from now, I’ll be lucky enough to have someone say the same thing about me,” said the Princeton, New Jersey native.

The World War II Black Sheep’s history will live on, not only through pictures and memories, but also through a composition of collected thoughts. Former pilot Robert W. McClurg documented his experience in the squadron with the help of Leon Maketos in the book, “On Boyington’s Wing: The Wartime Journals of Black Sheep Squadron Fighter Ace Lt. Col. Robert W. McClurg.”

During the weekend symposium, autographed copies of the book and other World War II memorabilia were available to the public. The pilots gather at symposiums as often as is feasible to make their experiences open to the public.

Although three of the original eight pilots were not able to make it to the symposium due to the recent hurricanes that hit several parts of Florida, symposium coordinator and former Marine Michael Alonzo says he tries to set up symposiums for the public with different squadrons at least four times a year.

“It allows them to answer questions about their World War II experience openly with the public, and it preserves history,” he said.

# Deployed Marines reminded to drive safely

Story by Cpl. Paul Leicht

3rd MAW Combat Correspondent

AL ASAD, Iraq — When thinking of the dangers of a combat zone, traffic-related accidents might not first come to mind.

However, even in places like Iraq, the potential for accidental injury, or even death, due to a violation of traffic laws is real and seriously affects a unit’s combat readiness.

“So far we have not had any traffic related accidents here, but the potential is certainly there,” said Chief Warrant Officer 2 Thomas P. Mangan, security officer, Marine Wing Headquarters Squadron 3, 3rd Marine Wing Aircraft Wing. “Road conditions here are not good at all, which makes things more hazardous. But the big problem is with people driving too fast when their mission does not call for it.”

The Huntingdon, Pa., native added that the traffic law enforcement program, is in large part, a response to inquiries from various commands expressing concern over reckless driving on base. Many also want to know what is being done to correct the matter.

Mangan said additional speed limit signs will be posted around base.

“We were surprised to find some drivers doing more than 80 miles per hour in zones with posted speed limits,” Mangan said. “The base’s fusion cell currently has one radar gun and has periodically gone out on patrol to monitor drivers on base.”



**A Humvee drives down one of Al Asad’s main roads near the air base’s old soccer stadium, Sept. 17. Base traffic laws are being enforced in response to complaints regarding speeding vehicles. Photo by Cpl. Paul Leicht**

Mangan added, “Some drivers have been pulled over and have been advised of the security and safety issues at stake.”

Many tactical vehicles have passengers in the back that do not have seat belts and could potentially be thrown from a speeding vehicle. Al Asad also has a large number of pedestrians who are not only at risk from the traffic, but are required to obey the rules of the road as well.

“Unless engaged in an emergency situation, safe driving that demonstrates respect for traffic laws is mandatory,” said Maj. Gen. Keith J. Stalder, commanding general, 3rd Marine Aircraft Wing. “When operating vehicles aboard base, (drivers must) comply with base driving regulations and obey speed limits and traffic signs. There is no excuse for behavior that needlessly puts our fellow Marines at risk.”

## RAIDERS

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it’s reasonable. He said, “It’s fair, and kind of necessary. We need new planes. But, I would have liked to have done my job for longer than five years.”

Slater is a little skeptical about trusting technology. “Computers fail all the time. Look at how many times our network has gone down,” he said. “We’re looking at a time where we will rely on a

computer, and if it goes down, and there’s nobody onboard with our training, it makes it kind of hard to accomplish the mission.”

Most career Marines will see a much smaller impact than the first-termers. After all the older models are replaced, career TSOs will go to reserve units until their retirement.

Professional development may be the largest effect the change has on them. “As the need for navigators decreases, being

promoted in this MOS will become harder,” said VMGR-352 TSO Warrant Officer Mario A. Helpley.

According to Helpley, lateral moves into crew chief, loadmaster or similar fields should be attainable for those first-term Marines seeking to stay in.

“They are an intelligent, professional group of Marines. (In) anything they do, whether it be lateral move, (end of active service), or MECEP, they will be successful,” added Helpley.

## OSPREY

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said. “This aircraft is faster, smoother and has just as much power as the older aircraft. It has the same cargo footprint as the CH-46, but it’s not limited to the weight standards.”

The Marine Corps began fielding the new design more than 10 years ago, but the beginning showed signs of a rough road for the advancement of Marine Corps aviation.

In August 2000, an MV-22B crashed during a training flight in Arizona, killing its 19 passengers. Again that same year, four more Marines were killed when their Osprey went down in a forest in North Carolina.

Seymour said because of the aircraft’s potential, the past incidents with the Osprey do not warrant a stop in training or production.

“The Osprey is a great aircraft with a bad reputation,” he added. “We are working on increasing Marines’ awareness of how much safer this aircraft is. The entire aircraft took on an overhaul to prevent mishaps it has had in the past.”

Cpl. Isaac Lynn, awards noncommissioned officer-in-charge, Headquarters and Headquarters Squadron, MCAS Miramar, said the visit was unique for him because he has never witnessed a new aircraft firsthand.

“It was very interesting to experience the future of Marine Corps aviation from the inside out,” he said. “I was surprised how small it is with more capabilities than the other helicopters we have here.”

Miramar Movies

The Station Auditorium is located in building 2242, and will be featuring the following movies free of charge. Outside food and drinks are not permitted. For more information, contact 577-4143 or log on to [www.mccsmiramar.com](http://www.mccsmiramar.com).

**Today:**  
4:30 p.m. Yu-Gi-Oh! (PG)  
6:30 p.m. Exorcist: The Beginning (R)  
8:45 p.m. Collateral (R)

**Saturday:**  
6:30 p.m. Without a Paddle (PG-13)  
8:45 p.m. Alien vs Predator (PG-13)

**Sunday:**  
1 p.m. Little Black Book (PG-13)  
6:30 p.m. Collateral (R)

**Wednesday:**  
6:30 p.m. Anacondas: Hunt for the Blood Orchid (PG-13)

**Thursday:**  
2 p.m. Superbabies: Baby Geniuses 2 (PG)  
6:30 p.m. Without a Paddle (PG-13)

Presentations and time subject to change.

V-Regs online

Vehicle Registration forms can now be submitted and accessed on the Web at [http://www.miramar.usmc.mil/miramar/mp\\_vregs.htm](http://www.miramar.usmc.mil/miramar/mp_vregs.htm).  
On the site, users can download, fill out and print the required forms to register a vehicle. A submittable version is also available to speed up the process.  
For more information, call 577-1463.

Religious Services

The Chaplain’s Office is located in building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

**Sunday:**  
9:30 a.m. Protestant worship service  
11 a.m. Roman Catholic Eucharist  
**Wednesday:**  
7 p.m. Baptist service  
**Monday-Friday:**  
11:30 a.m. Roman Catholic daily mass  
**Jewish:**  
7 p.m. First Friday of the month MCRD  
7:30 p.m. Last Friday at Edson Range Chapel

OneSource

Military OneSource is available 24 hours a day, seven days a week, to give military families advice during deployments. OneSource can be reached at 1-800-342-9647, or at [www.militaryonesource.com](http://www.militaryonesource.com).

MAC Flight

A flight will be available to Quantico, Va., Oct. 31 for the Marine Corps Marathon. For more information, call 577-7700.

Air Show

The MCAS Miramar Air Show will be Oct. 15-17. For more information, visit [www.miramarairshow.com](http://www.miramarairshow.com).

3rd MAW OIF book

Marine Corps Association bookstores will soon carry an exclusive new title detailing the exploits of 3rd Marine Aircraft Wing during Operation Iraqi Freedom. “Third Marine Aircraft Wing: Operation Iraqi Freedom” follows the journey of 3rd MAW in support of I Marine Expeditionary Force and coalition forces in liberating Iraq and toppling Saddam Hussein during OIF. The book is a testament to the Marines’ well-proven, colorful battle history.  
The cost of the book is \$34 for members and \$36 for non-members.  
Marines can visit the MCA Bookstore located at Camp Pendleton’s Main Exchange, Building T1100 on Vandegrift Ave., or call 888-237-7683 to order a copy.

Impounded Vehicles

Vehicle:  
Black BMW 325  
Green Mazda Protege  
Blue Mazda MX-6  
Tan VW Beetle  
Black Chrysler  
Black Chevy Celebrity

License:  
WI/142DAT  
CA/5APH383  
CA/4SYX624  
AZ/767HSR  
NONE  
UEX643

Vehicle:  
Blue Mazda 626  
Blue Ford Escort  
Red Honda DX  
Blue Ford Mustang  
White Dodge Dart  
Green Chevy Blazer

License:  
CA/1STD385  
CA/3EKK843  
CA/2YBS381  
CA/2TAX992  
CA/SUPX39  
CA/TECROW